

**What is Claimed is:**

1. An automobile pedal supporting structure for an operation pedal disposed behind a dash panel of an automobile, comprising:

a first bracket, the front end of the first bracket being fixed on the dash panel, and the rear end of the first bracket being fixed on a vehicle-side member which is more rigid than the dash panel so that the first bracket can be removed from the vehicle-side member by a crash load on the front side of the automobile; and

a second bracket, the front-end lower part of the second bracket being pivotally attached to the first bracket so that the second bracket can swing, the rear-end upper part of the second bracket being fixed on the vehicle-side member so that the second bracket can be removed from the vehicle-side member by a crash load on the front side of the automobile, and the operation pedal being pivotally attached to the second bracket so that the operation pedal can swing, wherein the first bracket and the second bracket are placed to substantially overlap each other; the rear end of the first bracket and the rear-end upper part of the second bracket are fixed together on the vehicle-side member; and

a turn promoting member is provided, which is connected from the vehicle-side member through the rear-end outside of the first bracket to the upper part of the second bracket and promotes a turn of the second bracket toward the vehicle-lower side by using a backward movement of the first bracket toward the vehicle-rear side caused by a crash load on the front side of the automobile.

2. The automobile pedal supporting structure according to claim 1, wherein the turn promoting member is configured by a wire member connected from the vehicle-side member through the rear-end outside of the first bracket over to the upper part of the

second bracket.

3. The automobile pedal supporting structure according to claim 2, wherein a movement restriction member is provided on said rear end of the first bracket so that a transversal movement of the wire with respect to the rear end portion of the first bracket is prevented.

4. The automobile pedal supporting structure according to claim 3, wherein said movement restriction member includes a guide member in which the wire member is inserted is provided at the rear end of the first bracket.

5. The automobile pedal supporting structure according to claim 4, wherein the guide member is made of resin.

6. The automobile pedal supporting structure according to claim 1, wherein the turn promoting member is configured so that a larger backward movement of the first bracket toward the vehicle-rear side makes the turn of the second bracket larger.

7. The automobile pedal supporting structure according to claim 1, wherein the operation pedal is a brake pedal.

8. The automobile pedal supporting structure according to claim 4, wherein the guide member is a tubular shape member so that the wire member is set to slidable in the guide member when the first bracket is removed from the vehicle-side member by a crash load on the front side of the automobile.

9. The automobile pedal supporting structure according to claim 2, wherein a pedal supporting shaft is provided on the second bracket in such a manner that it extends through an upper area of the second bracket and the wire member has a ring shaped end which is connected to the pedal supporting shaft.

10. The automobile pedal supporting structure according to claim 9, wherein the both connected ends of the wire member are positioned in frontal side of the rear end of the first bracket where the wire member is slidably connected with and the frontal lower pivotal point 6c of the second bracket is positioned on frontal side with respect to the positions of the both ends of the wire member.